

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

SM-902

Property Name: NATS Seaplane Hangar 301; NAS Patuxent River Inventory Number: Contrib. Res.
Address: NATS Seaplane Hangar 301; NAS Patuxent River Historic district: yes ☒ no
City: NAS Patuxent River Zip Code: 20670 County: Saint Marys
USGS Quadrangle(s): Solomons Island
Property Owner: US Navy / Naval Air Station Patuxent River Tax Account ID Number: _____
Tax Map Parcel Number(s): _____ Tax Map Number: _____
Project: _____ Agency: NAVY
Agency Prepared By: The Louis Berger Group, Inc.
Preparer's Name: Richard M. Casella Date Prepared: 5/1/1999
Documentation is presented in: Maryland Inventory of Historic Properties form.
Preparer's Eligibility Recommendation: X Eligibility recommended _____ Eligibility not recommended
Criteria: X A B X C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: Patuxent River N.A.S.
Inventory Number: SM-357 Eligible: X yes Listed: yes
Site visit by MHT Staf yes no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Seaplane Hangar 301 is located in the northwest corner of the base, adjacent to the West Patuxent Seaplane Basin. This large, roughly square building (385 feet wide by approximately 350 feet deep) sits about 400 feet southeast of the basin shoreline and former Seaplane Ramp No. 1172. Concrete aprons surround the hangar, connecting it with the ramp and with Taxiway A, which in turn leads to the Air Station's runways. Hangar 301 is a double-bay hangar with a nearly flat roof (pitch to center equals 1/4-inch per foot) and sliding doors in the front and rear. Two-story, steel-frame, lean-to-structures measuring 32 feet deep are located down each side of the building; these structures serve the dual purpose of resisting lateral wind loads on the hangar and providing useful office and workshop space.

Hangar 301 played a central role in the mission of the NATS at NAS Patuxent River and is therefore eligible for the National Register under Criterion A. The hangar also meets National Register Criterion C in that it embodies distinctive characteristics of a type, period, and method of construction. Although Hangar 301 has undergone interior and exterior alterations over the years, it retains sufficient architectural integrity of its key engineering elements to meet eligibility criteria for the National Register.

See MIHP form for more information.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended _____
Criteria: X A B X C D Considerations: A B C D E F G

MHT Comments:

Andrew Lewis
Reviewer, Office of Preservation Services

Blum
Reviewer, National Register Program

6/22/05
Date

6/21/05
Date

United States Department of the Interior
National Park Service

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NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name NATS Seaplane Hangar 301, NAS Patuxent River ~~SM 357~~

other names/site number _____

2. Location

street & number _____ not for publication _____

city or town Naval Air Station Patuxent River vicinity X

state Maryland code MD county St. Mary's code 037 zip code 20670

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this _____ nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property _____ meets _____ does not meet the National Register Criteria. I recommend that this property be considered significant _____ nationally _____ statewide _____ locally.

(_____ See continuation sheet for additional comments.)

Signature of certifying official _____

Date _____

State or Federal agency and bureau _____

In my opinion, the property _____ meets _____ does not meet the National Register criteria.

(_____ See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

____ entered in the National Register

____ See continuation sheet.

____ determined eligible for the
National Register

____ See continuation sheet.

____ determined not eligible for the
National Register

____ removed from the National Register

____ other (explain):

Signature of Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply)

- ____ private
____ public-local
____ public-State
X public-Federal

Category of Property

(Check only one box)

- X building(s)
____ district
____ site
____ structure
____ object

Number of Resources within Property

Contributing

Noncontributing

<u>1</u>	____	buildings
____	____	sites
____	____	structures
____	____	objects
<u>1</u>	____	Total

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USDI/NPS NRHP Registration Form
 NATS Seaplane Hangar 301, NAS Patuxent River
 St. Mary's County, Maryland

Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

Naval Air Station Patuxent River, Maryland: Historic and Architectural Resources

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat:	<u>DEFENSE</u>	Sub:	<u>Naval facility</u>

Current Functions (Enter categories from instructions)

Cat:	<u>DEFENSE</u>	Sub:	<u>Naval facility</u>

7. Description

Architectural Classification (Enter categories from instructions):

Other: 20th-Century military
20th-Century industrial

Materials (Enter categories from instructions)

foundation	<u>Concrete</u>
roof	<u>Wood, asphalt</u>
walls	<u>Metal-steel, masonry,</u> <u>asbestos-panel</u>
other	

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or a grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions):

Architecture

Engineering

Military

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USDI/NPS NRHP Registration Form
NATS Seaplane Hangar 301, NAS Patuxent River
St. Mary's County, Maryland

Period of Significance

1945-1965

Significant Dates

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

U.S. Navy, Bureau of Yards and Docks

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested.
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☒ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository

Naval Air Station Patuxent River, Maryland, Public Works Office

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10. Geographical Data

Acreage of Property 5 acres

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	<u>18</u>	<u>373250</u>	<u>4238300</u>	3	<u> </u>	<u> </u>	<u> </u>
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </u>
	<u> </u> See continuation sheet.						

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

See Continuation Sheet

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

See Continuation Sheet

11. Form Prepared By

name/title Richard M. Casella

organization The Louis Berger Group, Inc. date May 1999

street & number 120 Halsted Street telephone 973-678-3427

city or town East Orange state NJ zip code 07019

Additional Documentation

(Submit the following items with the completed form:)

Continuation Sheets

Maps: A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs: Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

USDI/NPS NRHP Registration Form
NATS Seaplane Hangar 301, NAS Patuxent River
St. Mary's County, Maryland

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Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Naval Air Station Patuxent River

street & number _____ telephone _____

city or town Patuxent River state MD zip code 20670

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

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NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 1

NATS Seaplane Hangar 301, NAS Patuxent River
St. Mary's County, Maryland

DESCRIPTION

Seaplane Hangar 301 is located in the northwest corner of the base, adjacent to the West Patuxent Seaplane Basin. This large, roughly square building (385 feet wide by approximately 350 feet deep) sits about 400 feet southeast of the basin shoreline and former Seaplane Ramp No. 1172. Concrete aprons surround the hangar, connecting it with the ramp and with Taxiway A, which in turn leads to the Air Station's runways. Hangar 301 is a double-bay hangar with a nearly flat roof (pitch to center equals $\frac{1}{4}$ -inch per foot) and sliding doors in the front and rear. Two-story, steel-frame, lean-to structures measuring 32 feet deep are located down each side of the building; these structures serve the dual purpose of resisting lateral wind loads on the hangar and providing useful office and workshop space.

The hangar bays each have a clear width of 160 feet and a clear height of 32 feet, 6 inches, measured to the top of the doors. The roof over each bay is supported by a flat, subdivided Pratt truss measuring 160 feet long. The trusses are carried by the steel posts at the lean-to end and by a heavy truss running front to back through the center of the building. The center truss is supported by only three posts, one at each end between the doors and one in the center, dividing the hangar into two structural bays. Although the roof trusses are described as flat, they taper in depth from 13 feet, 4 inches at the lean-to end to 16 feet, 8 inches at the center girder. This design creates a self-draining roof and allows the increased depth needed for the center truss. Each roof truss is divided into 12 panels, each panel measuring 13 feet, 4 inches wide. The upper half of each panel (above the diagonal) is divided again with another vertical and diagonal member. The extra vertical member provides an added bearing point for the roof beams, allowing them to be spaced 6 feet, 8 inches on center.

For larger hangars, the flat steel truss is more widely used than the common bowstring truss. This is because of the high center section of the bowstring, which greatly increases the roof area as the truss length increases, thereby increasing the cost of roofing and the cost of heavier framing necessary to resist the resultant higher wind loads.

The multi-leaf, straight-sliding doors open to the full width of the bays by sliding into door pockets located on the front of the lean-to sections. The doors have steel frames with inset plywood kick panels up to 8 feet, with multi-pane lights above. Two roll-up metal vehicle doors have been retrofitted into two leaves of the east doors to provide more convenient vehicle access.

The exterior of the hangar, which was originally clad in corrugated galvanized-steel sheet metal, has been resided with a similarly corrugated aluminum sheet siding. The original wood multi-pane windows that ran in a long, wide band down each side of the hangar lean-tos, have been replaced with smaller, aluminum-framed awning windows with solid flush aluminum panels above. Many of the window openings have been completely closed with solid panels.

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NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 8 Page 2

NATS Seaplane Hangar 301, NAS Patuxent River
St. Mary's County, Maryland

SIGNIFICANCE SUMMARY

Evaluation of the Naval Air Transport Service (NATS) Seaplane Hangar 301 for National Register eligibility is based upon criteria outlined in the National Register of Historic Places Multiple Property Documentation Form *Naval Air Station, Patuxent River, Maryland, Historic and Architectural Resources*, under the property type "Air Transport Facilities." Seaplane Hangar 301 is significant under the historic context defined in the Multiple Property Documentation study, *Naval Air Station, Patuxent River and Webster Field During World War II, 1941-1945*.

Hangar 301 played a central role in the mission of the NATS at NAS Patuxent River and is therefore eligible for the National Register under Criterion A. The hangar also meets National Register Criterion C in that it embodies distinctive characteristics of a type, period, and method of construction. Although Hangar 301 has undergone interior and exterior alterations over the years, it retains sufficient architectural integrity of its key engineering elements to meet eligibility criteria for the National Register.

The NATS is directly associated with the mission of NAS Patuxent River as the location of an East Coast terminal for Navy air transport or air logistical services. This role as air transport terminal was an important element of the original design of NAS Patuxent River as it was developed in the winter of 1941-1942 as a direct response to the United States's entrance into the war. During the period 1943-1948, NAS Patuxent River served as headquarters for the Atlantic Wing of the Naval Air Transport Service, which supervised NATS operations throughout the Atlantic coasts of the Americas, Europe, and Africa. NAS Patuxent River resumed the role of headquarters for air logistics formations for the period 1949-1957, this time on the national level for the Fleet Logistics Air Wing (FLAW). Navy air logistics units remained stationed at NAS Patuxent River until 1968.

RESOURCE HISTORY AND HISTORIC CONTEXT

Construction of Hangar 301 began June in 1942 under the first contract for general construction at Cedar Point NAS (Contract NOy-5363), awarded to Cummins Construction Company and Riggs Distler and Company. Dissatisfied with the contractors work, the Navy canceled the contract in February 1943 and within a few weeks awarded a new contract (NOy-5984) to Consolidated Engineering Company, who completed the hangar in May 1943.

When the NATS began operations at NAS Patuxent River in July 1943, its facilities consisted of the NATS Administration Building (304) and Seaplane Hangar (301), situated on the air station's West Patuxent Seaplane Basin. The NATS complex expanded with a utility building (307) in October 1943 and two concrete Landplane Hangars (305 and 306) in December of the same year. The complex was completed with the construction of the NATS Terminal Building (310) in May 1944.

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NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

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NATS Seaplane Hangar 301, NAS Patuxent River
St. Mary's County, Maryland

The NATS was responsible for the movement of men, equipment, and supplies by air, primarily for the Navy and Marine Corps, but also for the Army and civilian government agencies, when necessary. Three NATS squadrons, VR-1, VR-8, and VR-9, served at NAS Patuxent River, which was also the location of the headquarters for the NATS Command, Atlantic Wing. Created at the onset of the American commitment to the war, when for practical purposes the U.S. Navy lacked any air transport capability, NATS built an air fleet and a system of routes that contributed considerably to Allied victory. The services of the NATS were frequently used by the U.S. Army, other agencies of the U.S. government, and the armed services of other Allies.

The NATS was the brainchild of Commander Clarence H. Schildhauer, a Naval Reserve officer and aeronautics professional who had formerly worked for Pan American Airways. During the period 1939-1941, Schildhauer was moved by the seeming threat of American involvement in the ongoing world war to consider the potential need for air transport in American naval operations if the United States entered the war. Prior to 1942, the Navy had no airborne component in the logistical network that supplied its far-flung installations around the Atlantic and Pacific basins, apart from a relatively few semi-converted bombers flown by the Navy's utility squadrons. The utility squadrons carried a small volume of cargo between stateside supply depots and the operating units of the Atlantic and Pacific fleets. The potential wartime need to move vital commodities across the ocean with the greatest possible dispatch had not been seriously addressed by American naval planners in the 1930s. Between July and September 1941, Schildhauer presented the Navy with an organizational scheme for an airborne cargo and personnel transport service that was based on the international operations of the country's airline companies.

The Navy responded to Commander Schildhauer's proposal in November 1941 by bringing him to active duty with the Naval Transport Service, then a section of the Ship Movements Division, with authorization to implement his plan. On 12 December 1941, with the war just five days old for America, the Chief of Naval Operations approved the establishment of the NATS as a branch of the Naval Transport Service, with Schildhauer as Officer-in-Charge. The initial hurdle that the NATS had to clear in order to attain full-scale operation was to accrue an adequate complement of suitable aircraft; this task must have seemed insurmountable. There were only 16 transport airplanes in the United States at that time, including both seaplanes and landplanes, that were capable of transoceanic flight, and another three seaplanes were then under construction. All of these aircraft were privately owned. The same day that the NATS was established, the Office of the Chief of Naval Operations also moved to induct these transport planes, along with their civilian crews, into naval service.

During 1944, that important year in which the Allies consolidated their ascendant position and began their drive toward the Axis homelands, the NATS overall grew from 8,060 personnel and 179 aircraft to 20,545 personnel and 352 aircraft. A high point in the wartime service of VR-1 came in May 1944, in response to an emergency request from the Chief of Naval Operations. Eight *Skymaster* transports, making a total of 16 trans-Atlantic flights over a nine-day period, moved 83 tons of vital minesweeping equipment to England for the Normandy invasion.

April 1945 saw the return of the "mighty Mars" seaplane from the Pacific to NAS Patuxent River, once again in the care of VR-8. The Navy had decided to acquire additional Martin Mars planes (designated JRM aircraft) and give the

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**NATIONAL REGISTER OF HISTORIC PLACES
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NATS Seaplane Hangar 301, NAS Patuxent River
St. Mary's County, Maryland

great flying boat a prominent role in its air transport establishment. VR-8 was reassigned the first Mars to use in training additional crews to fly the great aircraft, and a new U-slip type of floating dock, designed to handle the Mars, was constructed at NAS Patuxent River. In August 1945, with Germany defeated and trans-Atlantic transport a reduced priority, VR-9 was transferred to the NATS station at Olathe, Kansas.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

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NATS Seaplane Hangar 301, NAS Patuxent River
St. Mary's County, Maryland

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization: Western Shore

Chronological/Developmental Period(s): Modern Period

Prehistoric/Historic Period Theme(s): Military

Resource Type:

Category: Building

Historic Environment: Suburban

Historic Function(s) and Use(s): Military Facility

Known Design Source: U.S. Navy, Bureau of Yards and Docks

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

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NATS Seaplane Hangar 301, NAS Patuxent River
St. Mary's County, Maryland

MAJOR BIBLIOGRAPHICAL REFERENCES

Harvey, Emil K.

1941 General Designs and Materials Used in Hangar Construction. *Aero Digest* 39(August):101-104.

Louis Berger & Associates, Inc.

1999 *Naval Air Station Patuxent River, Maryland, Historic and Architectural Resources*. National Register of Historic Places Multiple Property Documentation Form (draft final). Prepared for Naval Air Station Patuxent River, Maryland, by Louis Berger & Associates, Inc., East Orange, New Jersey.

NAS Patuxent River Public Works Department

various *Map of Naval Air Station, Patuxent River, Md., Showing Conditions on . . .* [various dates, 1941-present]. Plans on file, Public Works Department, Naval Air Station Patuxent River, Maryland.

various *Facility Record Cards and Building Drawings, Naval Air Station, Patuxent River, Md.* Records and drawings on file, Drawing Vault, Public Works Department, Naval Air Station Patuxent River, Maryland.

Naval Historical Center

1945 *Naval Air Station Patuxent River Command History, 1942-45*. Prepared October 1945. On file, Office of Naval Aviation History, Naval Historical Center, Washington Navy Yard, Washington, D.C.

various *U.S. Naval Air Test Center-NAS Patuxent River Command Histories* [various dates]. On file, Office of Naval Aviation History, Naval Historical Center, Washington Navy Yard, Washington, D.C.

U.S. Geological Survey

1987 *Solomons Island, MD. 7.5-Minute Series (Topographic) Quadrangle*. U.S. Geological Survey, Reston, Virginia.

United States Navy, Bureau of Yards and Docks

1942 Y. & D. Drawing No. 195724, Seaplane Hangar. On file, Public Works Department, Naval Air Station Patuxent River, Maryland.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 10 Page 7

NATS Seaplane Hangar 301, NAS Patuxent River
St. Mary's County, Maryland

GEOGRAPHICAL DATA

Verbal Boundary Description

The National Register boundaries for the NATS Seaplane Hangar 301 are depicted on the attached figure.

Boundary Justification

The boundaries encompass the entire area within which the NATS Seaplane Hangar 301 operated during its period of significance.

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**NATIONAL REGISTER OF HISTORIC PLACES
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Section Photos Page 8

NATS Seaplane Hangar 301, NAS Patuxent River
St. Mary's County, Maryland

The following items apply to all five photographs:

Property Name: NATS Seaplane Hangar 301, Naval Air Station Patuxent River

Location: NAS Patuxent River, St. Mary's County, Maryland

Photographer: Richard M. Casella

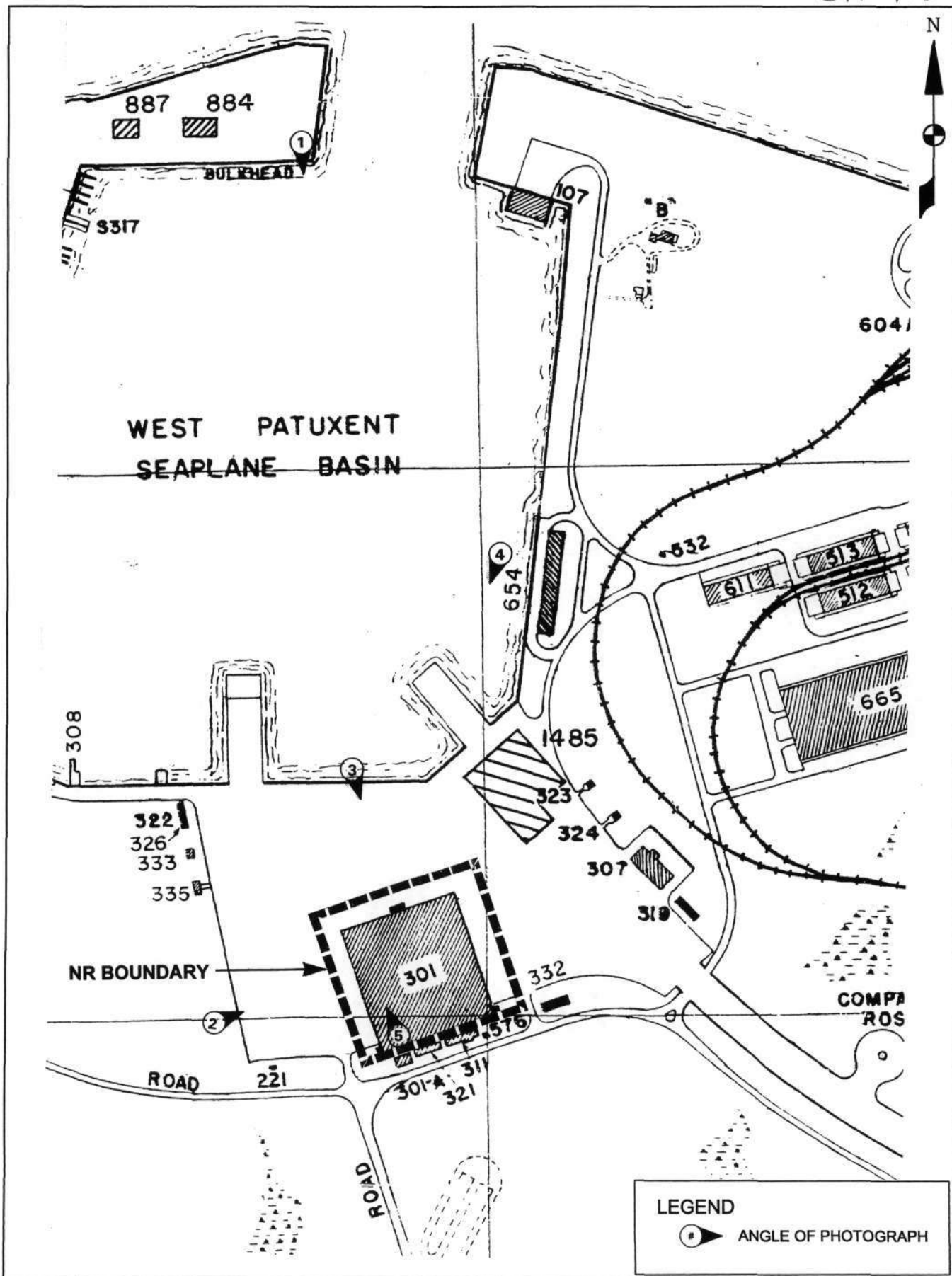
Date of Photograph: 1999

Location of Negatives: NAS Patuxent River, Patuxent River, Maryland 20670

Individual Photograph Identifications:

- 1 Overall view of hangar across West Patuxent Seaplane Basin, east and north elevations, looking south
- 2 West elevation, looking east
- 3 North elevation, looking south
- 4 North elevation, with Seaplane Ramp No. 1172 in foreground, looking south
- 5 Interior of hangar bay, looking north

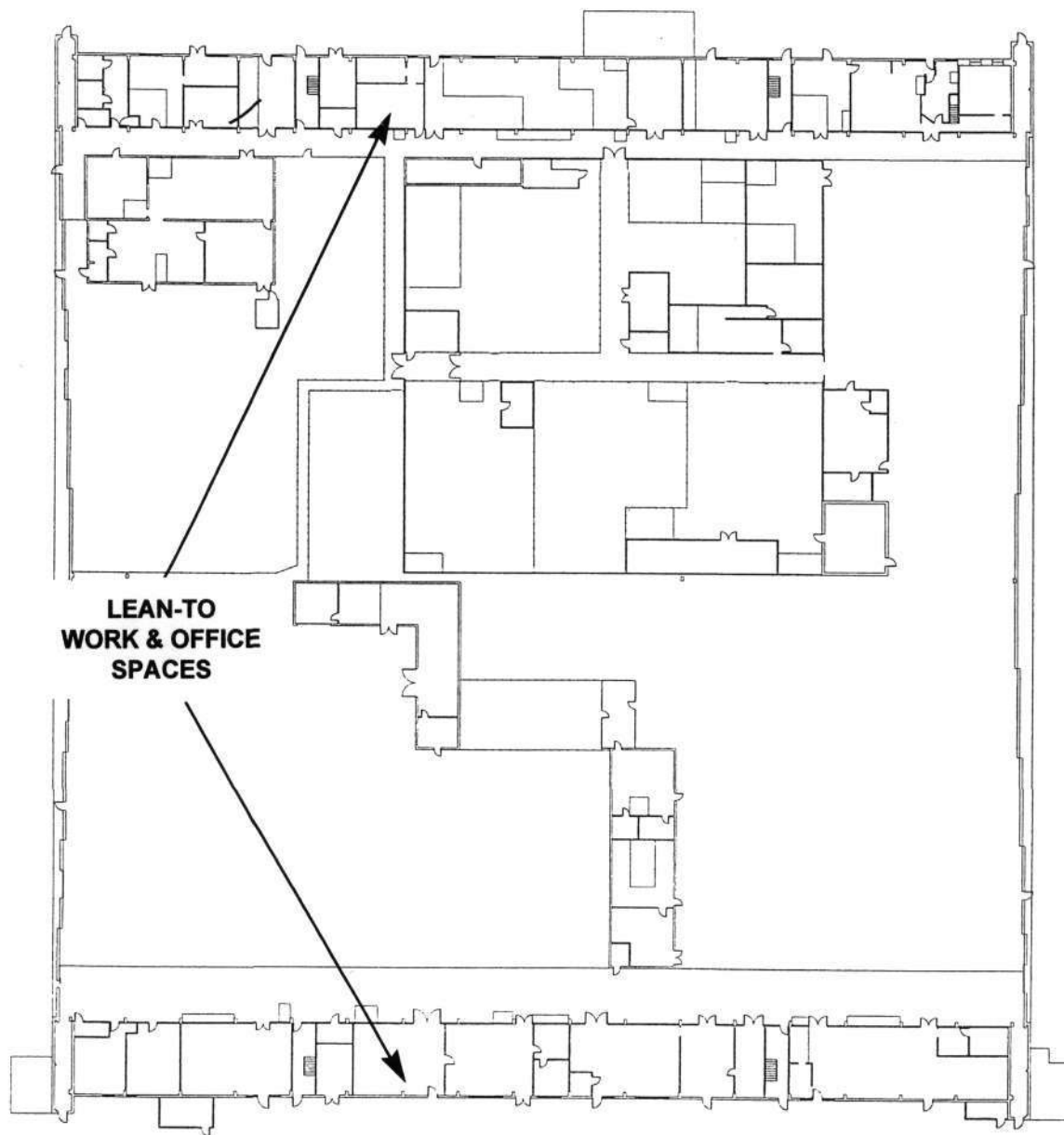
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Site Plan, National Register Boundary, and Key to Photographs for NTS Seaplane Hangar 301

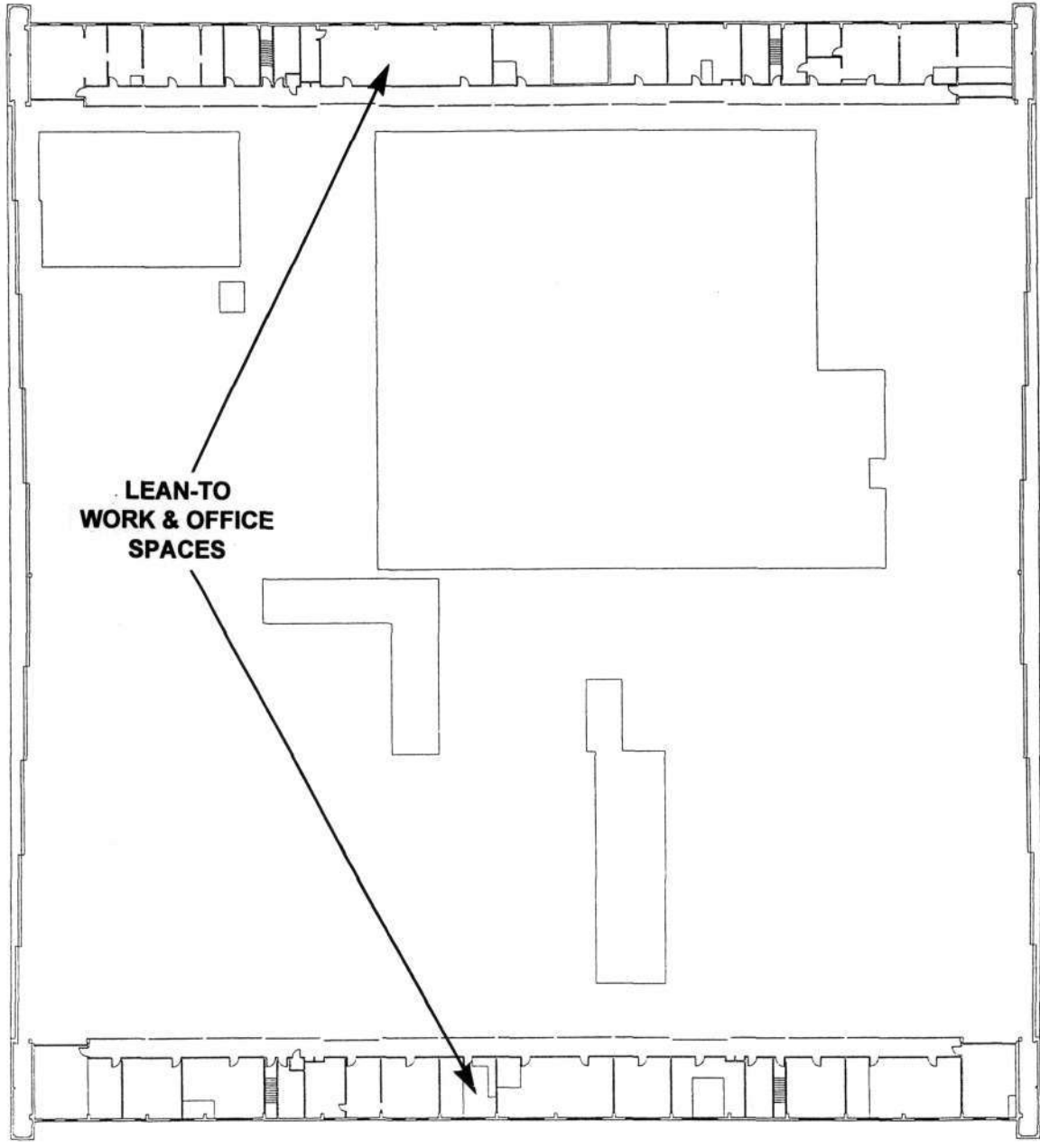
SOURCE: NAS Patuxent River Public Works Dept. 1995

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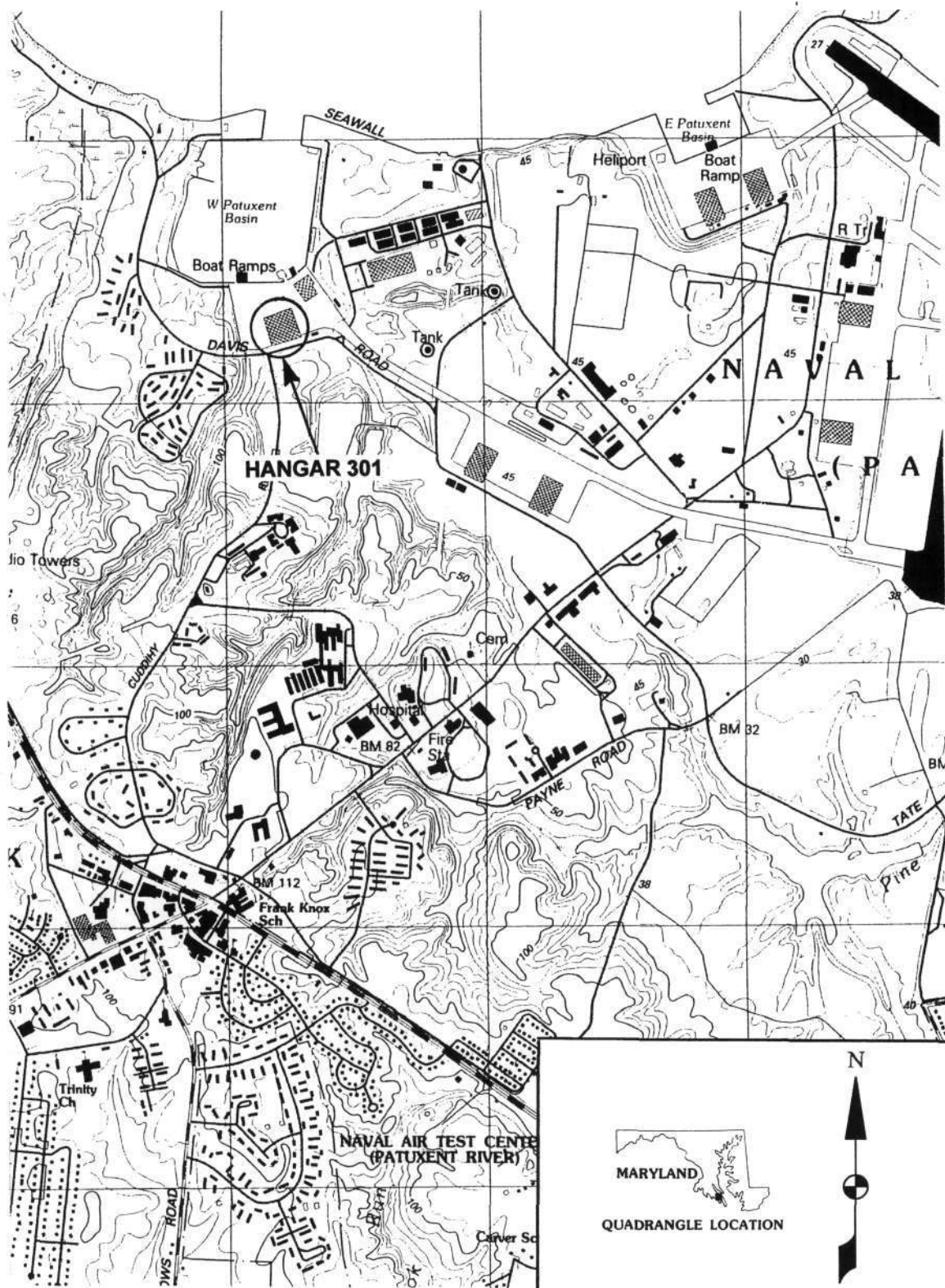
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Location Map for NATS Seaplane Hangar 301

SOURCE: USGS Quadrangle, Solomons Island, MD 1987



NATS SEAPLANE HANGAR 301
NAVAL AIRSTATION PATUXENT RIVER
ST. MARYS COUNTY MARYLAND

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NATS SEAPLANE HANGAR 301
NAVAL AIR STATION PATUXENT RIVER
ST. MARYS COUNTY MARYLAND

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NAVAL AIR STATION PATUXENT RIVER

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NAVAL AIR STATION PATUXENT RIVER
ST MARYS COUNTY MARYLAND

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APPROVED
BY

BY
NAME



NATS SEAPLANE HANGAR 301
NAVAL AIR STATION PATUXENT RIVER
ST. MARYS COUNTY MARYLAND

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